

Screening Criteria Outreach Summary

BNSF Access Study



Background

Outreach conducted in the winter/spring of 2016 allowed the Tukwila community to provide input on the screening criteria that will be used in the development of the BNSF Access Study report. The two larger efforts in this engagement were in-person and online open houses in March. After the criteria are finalized, the project team will keep the public informed about the report's progress and completion.

Summary

The City of Tukwila hosted an in-person open house at the Tukwila Community Center on March 29, 2016. The in-person house accompanied an online open house, which included the same information as the in-person open house and was available from March 14 – 31, 2016.

Notifications

The project team advertised the in-person and online open houses between March 14 and 30, 2016. Notifications included the following:

- Emails to the City's project listserv
 - Listserv includes community members, business and property owners, other interested parties
- Flyers distributed (more than 400) in the Allentown and Duwamish neighborhoods
- Facebook and Twitter posts on the City's social media accounts
- Announcement on the project webpage
- E-Hazelnut newsletter article
- Tukwila Reporter article

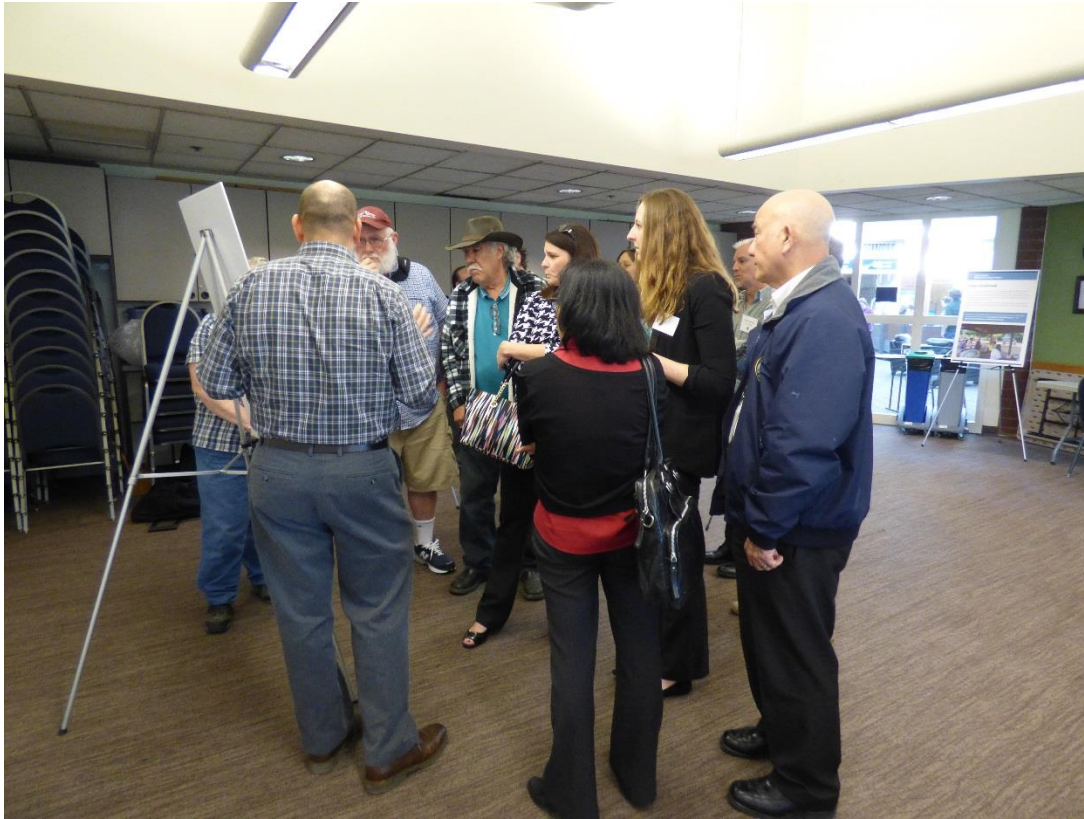
Attendance and visitor statistics

- In-person open house attendance: 29
- In-person comment forms completed: 9
- Online open house visitors: 94
- Online surveys completed: 29
- Overall number of participants: 123

Engagement Methods

In-Person Open House

The City gathered feedback on the screening criteria during an open house at the Tukwila Community Center on March 29, 2016, from 5:30 p.m. to 7:30 p.m. Participants viewed informational boards that described the project purpose, schedule, alternative routes and screening criteria. Participants contributed comments via two methods: feedback boards and comment cards. The feedback board asked participants to select the four screening criteria they felt were most important. The comment cards fielded input about additional screening criteria that the City should consider. Comments and feedback received at the open house are shown in Appendices 1 and 2 and are outlined below.



A project team member provides a project overview with in-person open house participants.

Online Open House

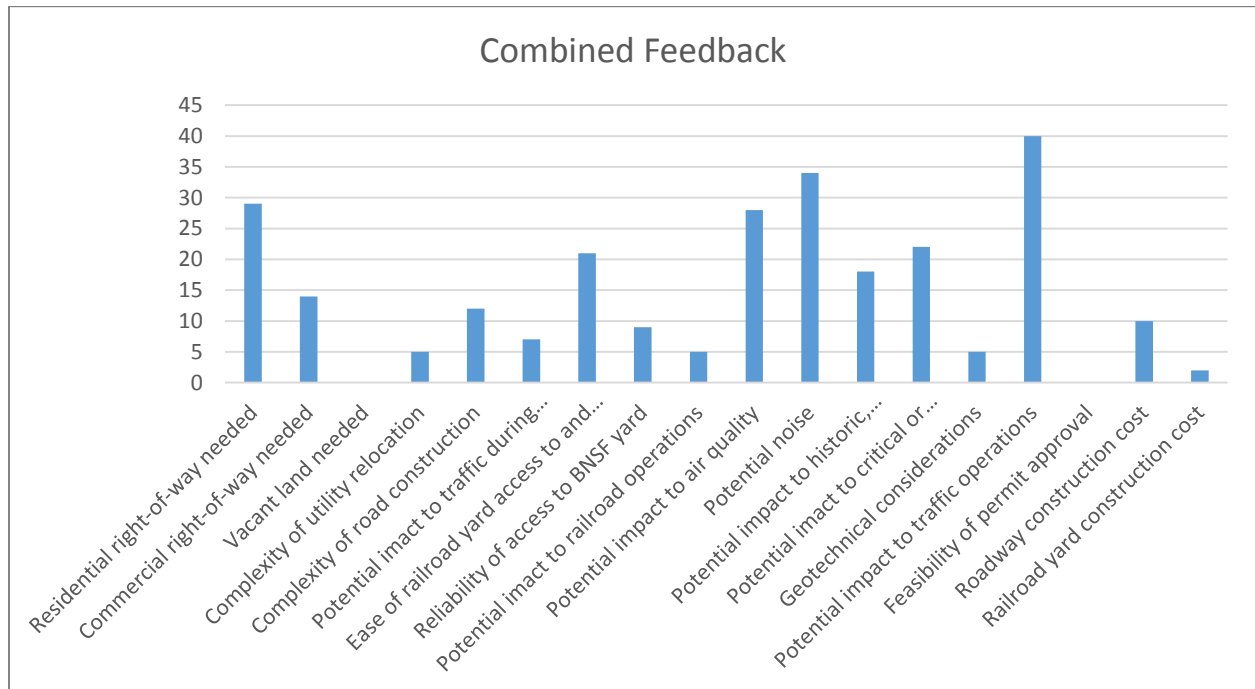
In order to reach Tukwila businesses and residents who were unable to attend the in-person open house, the City advertised an online open house, available 24 hours a day, seven days a week, starting March 14 and ending March 31. The online open house included the same information as at the in-person open house and a survey that gathered specific feedback in a similar fashion to the feedback board and comment boxes at the in-person open house. Comments and feedback received through the online open house are shown in Appendices 3 and 4 and outlined below.

Feedback Overview

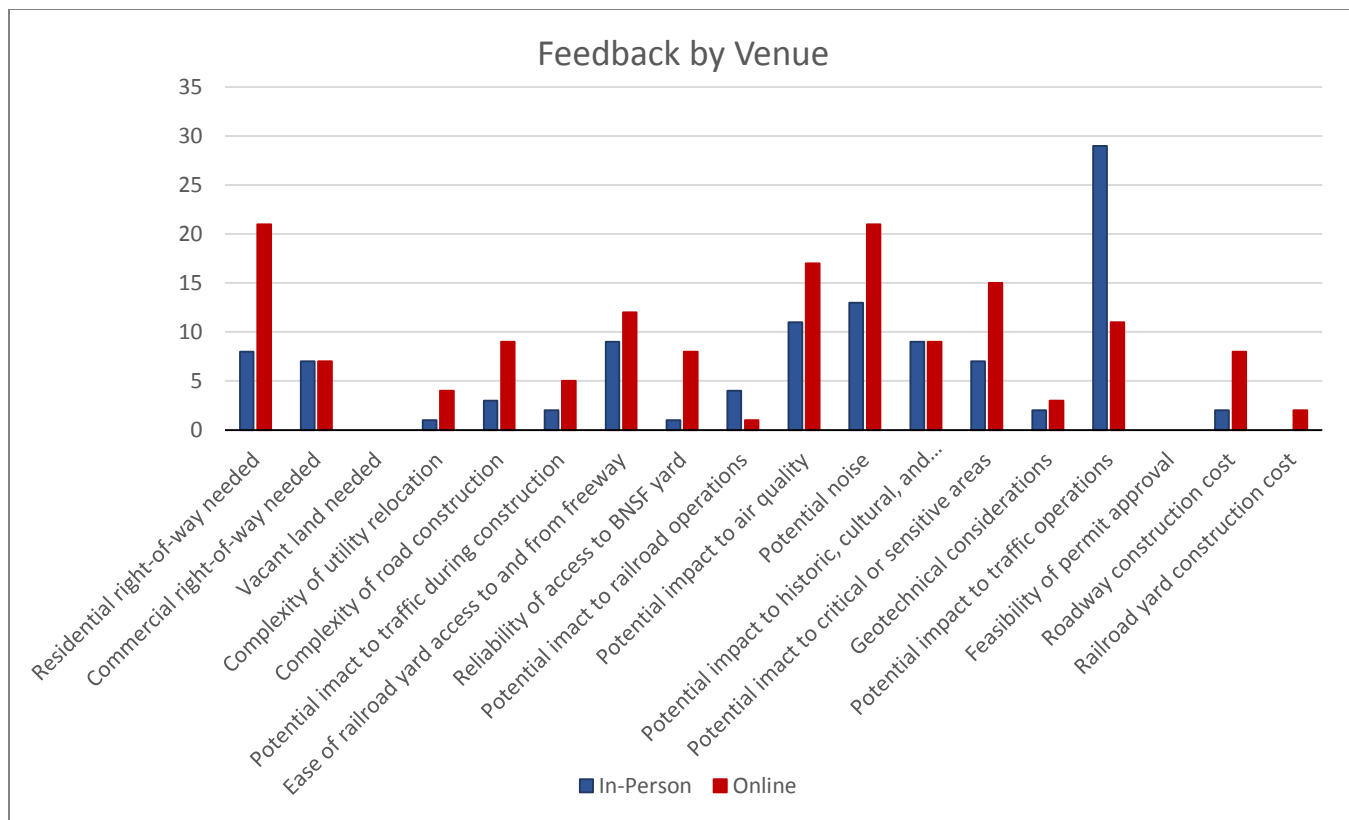
Several themes emerged from the input we received on the draft screening criteria:

- Those who participated online preferred the screening criteria regarding **potential noise (21), residential right-of-way needed (21), and potential impact to air quality (17)**.
- Those who participated in person heavily preferred the screening criterion regarding **potential impact to traffic operations (29)**.
- Comments from both the in-person and online open houses reflected **concern for residential and business impacts beyond right-of-way acquisition**. Participants noted that that it is important for the Allentown neighborhood to feel residential.
- In addition to residential and commercial impacts, participants listed the following as additional screening criteria they wished to be included:
 - Bridge use on the current route

- Environmental impacts, including any to the Duwamish Hill Preserve
- Funding sources and feasibility
- Complexity of design
- Light pollution
- Conflicts with pedestrian areas and transit routes, including the potential new Sound Transit Link light rail station
- How long impacts would last
- Impacts to property value



This graph shows feedback from the in-person and online open houses combined.



This graph separates the feedback by venue and shows feedback given at the in-person and online open houses.



A project team member clarifies screening criteria for two in-person open house participants.

Next Steps

All feedback presented here is being provided to the project team for consideration. The study and proposed route will be presented to City Council in the spring of 2016.

Appendices

1. Comments gathered at in-person open house
2. Feedback from the board at in-person open house
3. Online comments
4. Full survey results
5. Notifications

Appendix 1: Comments Gathered at In-person Open House

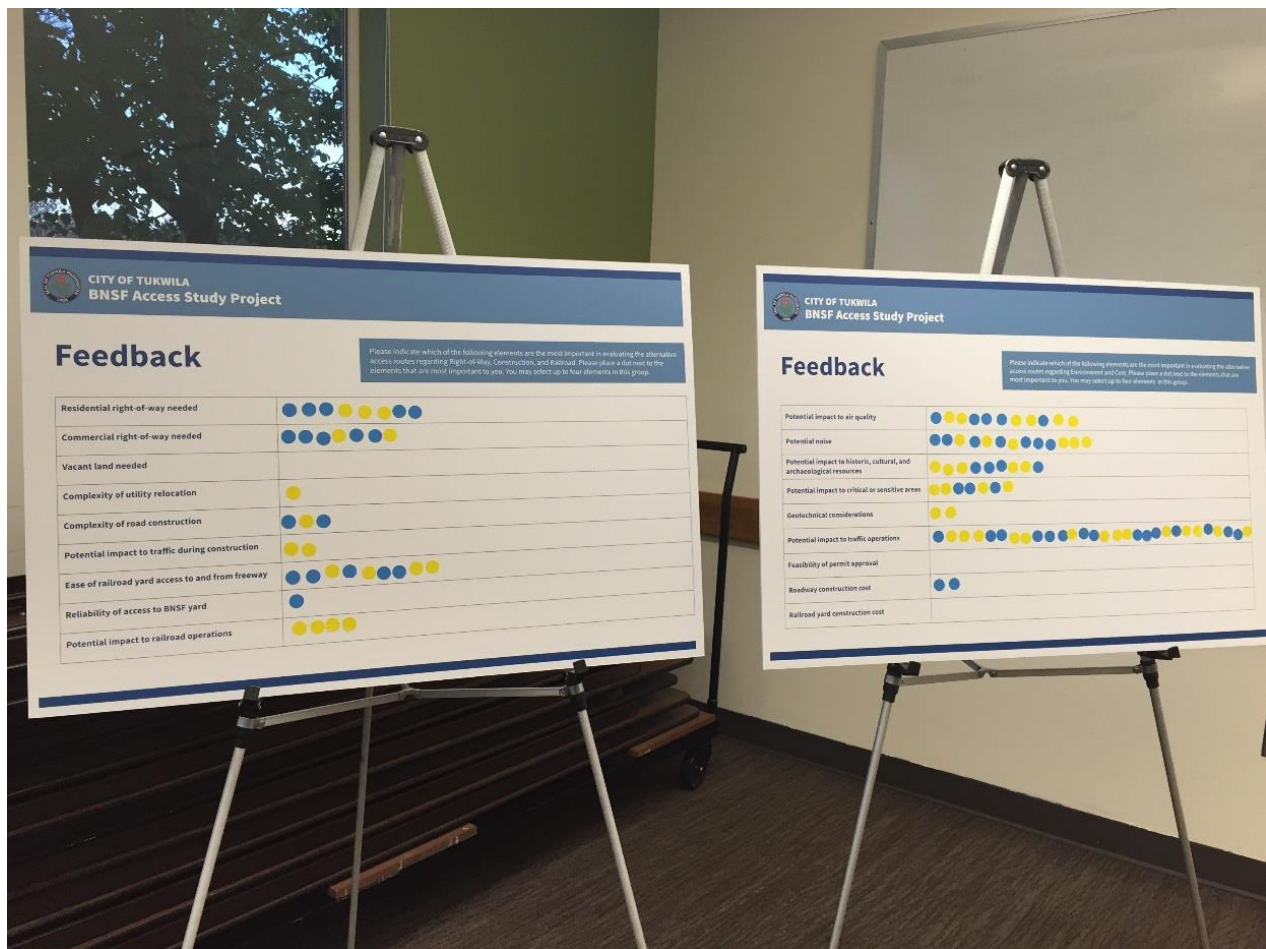
Note: comments are verbatim as written. Commenters were asked if they live, work or visit Tukwila.

Live	Work	Visit	Name	Email	Comment
					How does it make the residential feel “neighborhood feel”
X					Please follow through on whatever decision is made instead of this being one more time it’s discussed, or planned or studied, but not completed.
	X		Roxanne Knowle	Roxanne.knowle@cbre.com	Want to ensure that city considers impact to parking, access and operational issues of businesses affected by any of the solutions. Will there be any financial impact to adjacent properties – i.e. how will project be funded?
X			Donna Anderson	Anderson2549@q.com	I live on 51 st PI S and if 48 th Ave S is chosen I have these concerns: How far would the road be from 51 st ? What type of lights would be installed? Would the 124 th entrance be closed? As trucks also go on 50 th and wouldn’t want that to continue. Would auto’s also be able to use the new bridge along with the [illegible] trucks? Victor was very helpful!
X		X	Brian Vogt	bvogt@wwik.org	Preferred solutions: Airport way route 48 th Route
X			Kelle Symonds	kellesue@gmail.com	Please get trucks out of our residential neighborhood. Either go down 48 th or Airport Way. I don’t care. The trucks should never have been here, it is ridiculous that they continue to disrupt our neighborhood.
	X		Amber Stratton	Amber.stratton@cbre.com	I’d like more information regarding how the criteria will be weighted – for example: will the score for “right of way” be given the same value for consideration as “geotechnical”? It is unclear if/how the impact to the affected businesses will be rated. I manage the BECU/ITT property through which one of the alternatives will be routed. I want to be sure that the impact is considered – ie: parking spaces for employees and customers, ease of access for customers, etc. If this is not included in the criteria, please add it.
	X		Sgt. Duane Hendrix	Duane.hendrix@seattle.gov	Thank you for the opportunity to see and be informed on a project that may effect the Seattle police range operations.
X					As a person living here I have seen semi-truck business increase on 48 th Ave and think it belongs there.

Appendix 2: Feedback from Board at In-Person Open House

After viewing information on the project and screening criteria and talking with members of the project team, in-person open house participants were asked to indicate which screening criteria were most important. Each participant was given four stickers to indicate their preference. Screening criteria were divided onto two boards for ease of reading.

Criterion	Number of stickers
Residential right-of-way needed	8
Commercial right-of-way needed	7
Vacant land needed	0
Complexity of utility relocation	1
Complexity of road construction	3
Potential impact to traffic during construction	2
Ease of railroad yard access to and from freeway	9
Reliability of access to BNSF yard	1
Potential impact to railroad operations	4
Potential impact to air quality	11
Potential noise	13
Potential impact to historic, cultural, and archaeological resources	9
Potential impact to critical or sensitive areas	7
Geotechnical considerations	2
Potential impact to traffic operations	29
Feasibility of permit approval	0
Roadway construction cost	2
Railroad yard construction cost	0



Completed feedback boards from the in-person open house.

Appendix 3: Comments from Online Open House

Note: comments are verbatim as written.

What additional criteria, if any, should the project team use to evaluate the alternative access routes?

48th is a great location and should also be open to public assess

Lowest cost, easiest to permit and least long-term impact to all residents

Neighborhood pollution level

Overall business impact analysis. How will you measure the impact to affected businesses?

The effect on the environment and people who live in this neighborhood.

Putting in a new bridge will be expensive and time consuming. I would prefer you went with the Airport Way Option. The Gateway Drive option would have a large impact on our business. We are 24/7 with ambulances being dispatched from our location. Construction on the N side of Gateway Drive will severely impact our access. With no left turn option to Gateway (south end) it would impact how our crews return from shifts (from the DT Seattle Area).

BNSF's commitment to their vow to be residential area friendly. Quality of life in Allentown. Restoration of Allentown to a residential neighborhood...this is not a truck stop. The trucks should have been rerouted long ago. Like many things, it's easier and sometimes cheaper to continue doing the wrong thing.

Amount of commercial land needed for right of way. The impact of losing that land on those businesses, including buildings, parking and access. Construction of bridges, sidewalks, ramps and trails. The impact of air quality, noise and traffic on affected businesses and future development. The cost of land acquisition, roadway construction (including streets, sidewalks, bridges, ramps and noise barriers). The cost of design, project management, environmental review, environmental mitigation, and litigation. The sources of funding for the project, including local taxes, state funds, federal funds, railroad funds, other. The impact of this project on the ability to pay for other projects in the city, and the priority of this project compared to others in the city that also rely on public funding. What authorizations/compliance are needed from the Depts. of Transportation and Ecology, affected tribes, the City's Comprehensive Plan, the Shoreline Management Plan and the Growth Management Act. Wasn't the 48th Ave. option analyzed and withdrawn back in 2000?

It looks like the airport way proposal would be more cost efficient and give the railroad faster more reliable access to freeways. It would also have less impact on the community as far as noise and traffic is concerned.

Add potential impacts related to additional light pollution, impacts of future-changed yard operations to residential properties (not just the road itself), weight criteria based on long-term impacts vs. short term impacts and residential vs. commercial impacts (ie noise is more an issue for residents than commercial properties), analyze future proposed/planned projects that may conflict with some of the options (Sound Transit light rail and Sounder stations off Boeing Access Road, bike/pedestrian trails near S 112th st), analyze if option is shifting the freight problem to other residential properties(north Allentown, Duwamish, Poverty Hill)

Please keep in mind the negative impact that the S. 112th ST alternative would have on people trying to enjoy the Duwamish Hill Preserve. Also, the chosen direction should keep ease of freeway access as an important aspect; so trucks do not have to wind their way thru Tukwila. Finally, just wondering if

BNSF has considered building/expanding a better transfer facilities near where ship cargo is initially handled? Thank you.

It seems that both the Airport Way or the 112th access would be alot cheaper since there would be no need for new bridge construction and would be easy access from the freeway.

Common sense, boys. Common sense. The current route takes a lot of heavy trucks over an aging bridge structure and through neighborhoods. As a result I personally believe the 'best' route is the proposed 112th Street access route. Busses already run along that road and over the East Marginal bridge which is a more recent bridging structure, plus you have big rigs running down E. Marg to the UPS facility. So given the use of the road as it sits, I honestly think it is the best route. Access to the freeway is easier, the road is larger, the infrastructure is better suited, I believe, to access for rigs to the rail yard.

IMPACT ON PROPERTY VALUE - I don't see that anywhere in your existing criteria. It feels like the City of Tukwila makes decisions in favor of commercial versus residential interests much of the time - we are NOT all gung-ho about big development (get a grip - if we wanted to live in freaking Bellevue with high rises, then..that's where we would live - stop bringing this stuff to Tukwila!). On this project, I would rate Environmental FIRST - especially with respect to residents and protection of the few remaining green areas in the city limits (and let's just stop paving over what remains and bulldozing forests, ok?). Second would be Right-of-Way and Property Value impacts prioritized by (1) residents, then (2) businesses. Summary: 1. Environmental a. Focus on residential quality of life and greenbelt protection i. Priorities: Air quality, noise, protection of cultural sites and natural (green belt) zones 2. Property value a. No negative impact on existing residential property (and no rezoning of residential zones to make it convenient for commercial interests to bulldoze their way in) 3. Right of way a. Residential needs take priority b. Existing businesses are second priority This project seems to assume that the BNSF facilities must stay where they are currently located. As the city builds around what used to be a satellite type location, has there actually been any discussion or balancing of needs and budget at assessing whether or not BNSF should continue to operate out of this location? By the way, for purposes of the matrix, I think you need to separate "Environmental" into TWO CATEGORIES: one is about Quality of Life (noise, air quality, protection of cultural/historic sites, protection of natural resources) and the other is Infrastructure Environment - Traffic, Permitting, Geotechnical. To combine the two in one category is a bit...self-serving I think. And...shouldn't permitting really be under Right of Way??? (and possibly Traffic - Operations as well?)

Negative effect to local businesses (such as Harley store), impact to existing public right routes, keeping the new route away from any residential areas, giving BNSF an easier route for their trucks, making it a quieter neighborhood for people in Allentown. Maybe run it through the shooting range would be a good route. Please get it done soon.

It feels like very little emphasis on the actual residents who have been dealing with this issue for years. As a resident of Allentown, who has been dealing with the semi trucks speeding pass my home for 13 years, it is time for a change. These trucks should NOT be driving through any residential neighborhoods. Not only are there ridiculous environmental impacts, but the lack of controls for these trucks in outrageous. They drive 35-40 miles an hour across the street from a park! There are no sidewalks and few crosswalks! This discussion has been ongoing for years. It is time to actually make a change and get serious about the safety of Allentown residents.

Stop using the BRIDGE!! It was not designed to bear the extensive use and weight of the truck traffic.

Online open house participants were able to take notes throughout the online open house and submit them as comments. Please note that one comment was submitted twice and is reflected as such below.

Godspeed.

I would prefer 48th ave s as an option

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The Airport Way S alternative appears to have more pros than cons when compared to the other alternatives. Very little needs to be done to connect the rail yard to Airport Way S, and no bridge needs to be built. Rail yard traffic can easily merge with truck traffic from the Unified Grocers facility, with easy access to and from I-5. This alternative is also farthest from any residential areas. The S 112th Street alternative has many of the benefits of the Airport Way S alternative, but brings truck traffic closer to residences near the Duwamish Hill Preserve. The S 124th Street no-build 'alternative' is anything but...it is the baseline, and thereby can't be an alternative to itself. That being said, the truck traffic on 124th Street is unacceptably close to residences, and causes some traffic problems along 42nd Ave S. The Gateway Drive - North Leg alternative requires a new bridge, which adds cost and has higher environmental impact. Truck traffic from the rail yard would impact traffic to and from BECU and other nearby businesses. The 48th Avenue S alternative also requires a new bridge, and truck drivers would have to make some tight turns to access 28th Avenue S after exiting I-5.


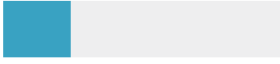
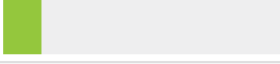
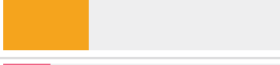

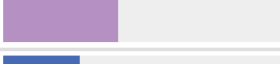
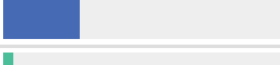
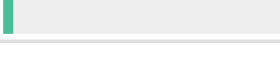
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the 48th street re-location makes the most sense for protecting the neighborhood and best access for services and freeway ramps

Appendix 4: Feedback from Online Open House

Criterion	Number of votes
Residential right-of-way needed	21
Commercial right-of-way needed	7
Vacant land needed	0
Complexity of utility relocation	4
Complexity of road construction	9
Potential impact to traffic during construction	5
Ease of railroad yard access to and from freeway	12
Reliability of access to BNSF yard	8
Potential impact to railroad operations	1
Potential impact to air quality	17
Potential noise	21
Potential impact to historic, cultural, and archaeological resources	9
Potential impact to critical or sensitive areas	15
Geotechnical considerations	3
Potential impact to traffic operations	11
Feasibility of permit approval	0
Roadway construction cost	8
Railroad yard construction cost	2

Value	Percent		Count
Residential right of way needed	72.4%		21
Commercial right of way needed	24.1%		7
Complexity of utility relocation	13.8%		4
Complexity of road construction	31.0%		9
Potential impact to traffic during construction	17.2%		5
Ease of railroad yard access to and from freeway	41.4%		12
Reliability of access to BNSF yard	27.6%		8
Potential impact to railroad operations	3.5%		1
Total			29

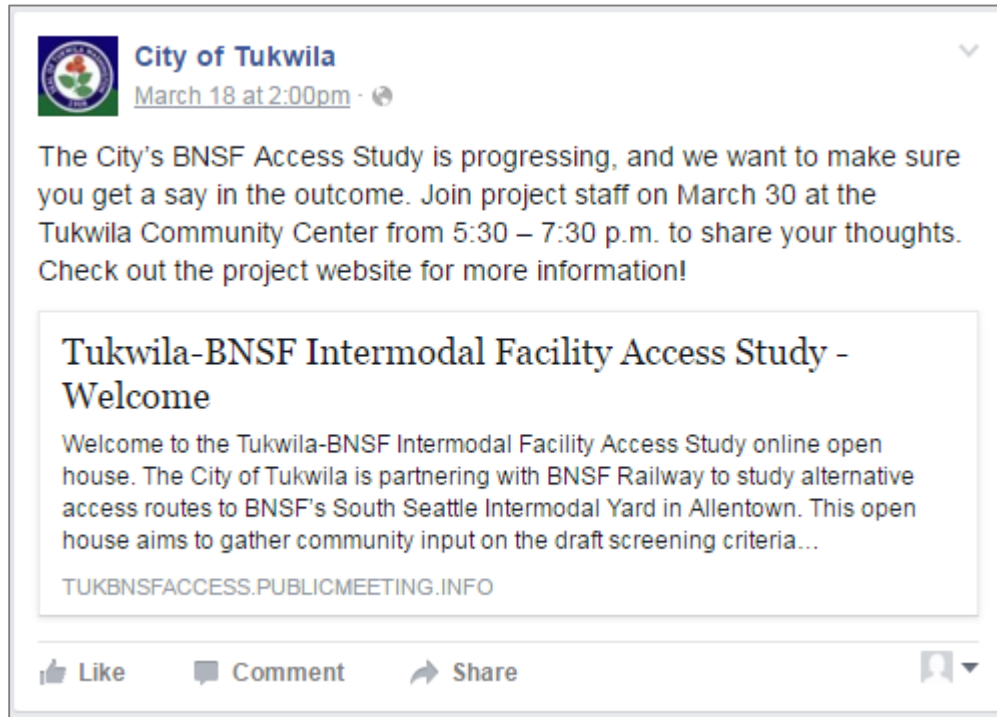
Results from the first of two questions asking online open house participants to choose their preferred screening criteria.

Value	Percent		Count
Potential impact to air quality	60.7%		17
Potential noise	75.0%		21
Potential impact to historic, cultural, and archaeological resources	32.1%		9
Potential impact to critical or sensitive areas	53.6%		15
Geotechnical considerations	10.7%		3
Potential impact to traffic operations	39.3%		11
Roadway construction cost	28.6%		8
Railroad yard construction cost	7.1%		2
		Total	28

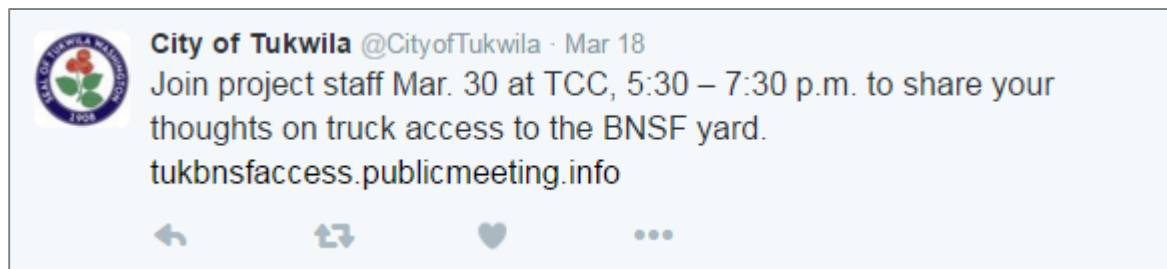
Results from the second of two questions asking online open house participants to choose their preferred screening criteria.

Appendix 5: Notifications

Social media



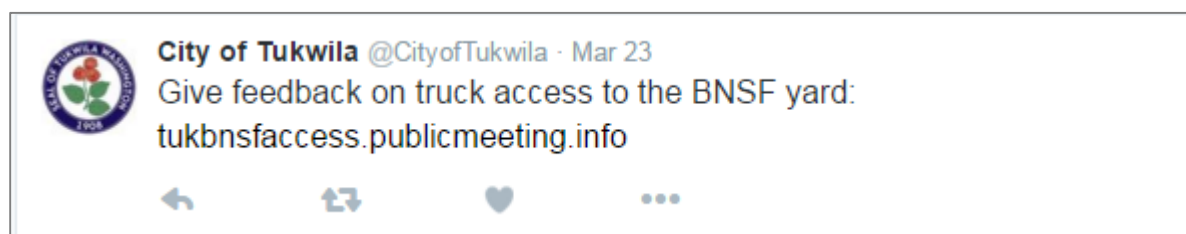
Facebook post published March 18, 2016.



Tweet published March 18, 2016.



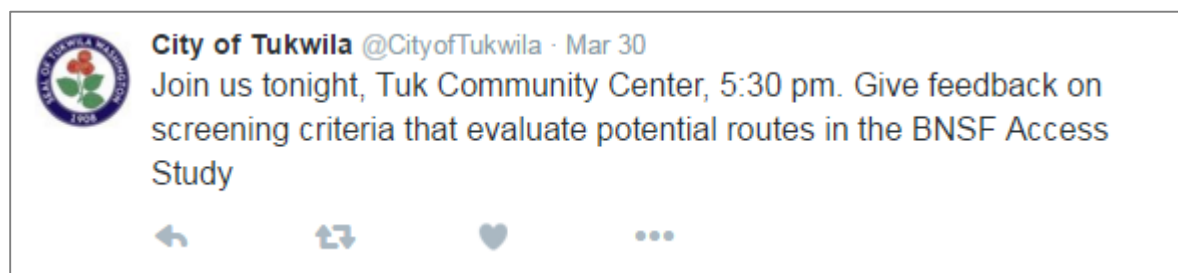
Facebook post published March 23, 2016.




Tweet published March 23, 2016.



Facebook post published March 30, 2016.




Tweet published March 30, 2016.




City of Tukwila E-Hazelnut Newsletter


March 2016



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Tukwila Elected Officials

Mayor: Allan Ekberg

City Council:
Joe Duffie (Council President)
Dennis Robertson
Verna Seal
Kathy Hougardy
Kate Kruller

The City needs your feedback on the BNSF Access Study Project

The City of Tukwila is partnering with BNSF Railway to study alternative access routes to their intermodal yard in Allentown.

Before the City begins evaluating the alternative access routes (read more on the [BNSF Access Study Project page](#)), we need your feedback on the screening criteria. We want to hear from you about:
Which draft criteria are most important to you?
What, if any, criteria do you think we should add?
You can join the conversation in two ways:

In person
Stop by the **Tukwila Community Center** between 5:30 - 7:30 p.m. **this Wednesday, March 30**, to meet project staff, learn about the project and draft screening criteria, and share your thoughts on the criteria.

Online
Don't have time to go to the community center? Give your input online by March 31! Visit [TukBNSFAccess.publicmeeting.info](#) to learn more about the project and draft screening criteria and share your thoughts on the criteria.

Join your neighbors at the Spring Intercultural Film Festival

E-Hazelnut article published March 28, 2016.

Emails

Date: March 14, 2016

Subject: BNSF Access Study: We want your input!

Body:

Dear Tukwila community member:

The [City's BNSF Access Study](#) is progressing, and we want to make sure that you get a say in the outcome.

As you may know, the City is building on previous studies by examining the feasibility of alternative access routes and evaluating them given current conditions and broad screening criteria. We have drafted the list of the potential screening criteria that will be used to evaluate each alternative route.

Before we begin evaluating the routes, we need your feedback on the screening criteria. We want to hear from you about:

- Which draft criteria are most important to you?
- What, if any, criteria do you think we should add?

You can join the conversation in two ways:

1. In person

Stop by the [Tukwila Community Center](#) between 5:30 – 7:30 p.m. on March 30 to meet project staff, learn about the project and draft screening criteria, and share your thoughts on the criteria.

2. Online

Don't have time to go to the community center? Busy on March 30? From now until March 31, you can give the input online! Participate in an online open house at [TukBNSFAccess.publicmeeting.info](#) to learn more about the project and draft screening criteria and share your thoughts on the criteria. This will be available 24/7 and can be translated into multiple languages.

Questions about these two options? Email us at AccessStudy@Tukwilawa.gov or call 206-431-2446. We look forward to seeing you at the open house or reading your comments online!

Thank you,
Bob

PS: We will send future email updates over the coming months about the project. If you no longer wish to receive email updates about the BNSF Access Study, please reply to this email with the subject "unsubscribe."

Text of an email sent March 14, 2016.

Date: March 21, 2016

Subject: Share your thoughts!

Body:

Dear Tukwila community member:

Have you heard? We want your input on the draft screening criteria that will be used to evaluate proposed alternative routes for trucks to access the BNSF Intermodal Yard in Allentown. The draft screening criteria are part of the [City's BNSF Access Study](#).

You can join the conversation in two ways:

1. In person

Stop by the [Tukwila Community Center](#) between 5:30 – 7:30 p.m. on March 30 to meet project staff, learn about the project and draft screening criteria, and share your thoughts on the criteria.

2. Online

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Text of an email sent March 21, 2016.

Date: March 28, 2016

Subject: Join us Wednesday

Body:

Don't forget: [Tukwila-BNSF Access Study](#) Open House

When: March 30, 5:30 – 7:30 p.m.

Where: [Tukwila Community Center](#)

What: meet project staff, learn about the project and draft screening criteria, and share your thoughts on the draft screening criteria that will be used to evaluate alternative access routes

If you can't make it on Wednesday, please join in the conversation online at [TukBNSFAccess.publicmeeting.info](#). This is available 24/7 and can be translated into multiple languages.

Questions about these two options? Email us at AccessStudy@Tukwilawa.gov or call 206-431-2446. We look forward to seeing you at the open house or reading your comments online!

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Text of an email sent March 28, 2016.